



MEDIÆVAL CABINET.



ANCIENT LANTERN, FROM SEVILLE.

SALE OF THE COTTINGHAM MUSEUM.

AMONG the lots sold last week by Messrs. Foster was the large altar-piece (lot 463) to the Rev. Dr. Dale, vicar of St. Pancras, who has also purchased several other works. Mr. Rogers has been a large purchaser of models and casts, including lot 712, the life-size figure of our Lord appearing to Mary Magdalen in the Garden; a portion of the series of bas-reliefs from the north transept of Westminster Abbey; also (lot 833) a doorway, with figures, canopies, &c., for the sum of 36l. Mr. Purnell, of Stancombe-park, Gloucestershire, who is forming a comprehensive museum illustrative of art from the earliest period, secured the fac-simile of the tomb of William de Valence, half-brother to Henry III., for the sum of 21 guineas. This gentleman also purchased lot 1531, a fine specimen of mediæval furniture, of which we give an engraving. Mr. Leake, well known for his works in stamped leather, bought several lots appertaining to his branch of art; and, in addition, lots 1497 and 1498, figures of Henry VII. and his Queen in painted glass, for the sum of 15 guineas. The processional cross (lot 1409) found at Glastonbury Abbey, was purchased for the British Museum, as also was lot 1398, the Seville lantern (see woodcut). The Rev. J. F. Russell, of Enfield, secretary to the Ecclesiological Society, in addition to other purchases, bought lot 1461, a processional cross of copper, silver plated, of the fourteenth century.

PROPOSED NEW TERMINUS IN THE CITY FOR THE NORTHERN RAILWAYS.

LET any man step over the ground proposed to be traversed by the City Solicitor's projected railway, and he will witness a scene of desolation and wretchedness, such as it would be difficult for either tongue or pen adequately to describe.

In the very midst of this great and wealthy city, and within a few yards only of one of its chief and densely-thronged thoroughfares, a region of the most abject and doleful poverty presents itself, reeking and festering with every social and moral evil, the hotbed and haunt of all that is vicious, disgusting, and unclean, and exhibiting on every hand nothing but the most frightful aspect of squalid dilapidation and ruin.

At the same time there is one anomaly connected with this dismal spot for which it seems difficult to account. While land in the neighbourhood of London is increasing in value every hour, and every spot for miles round is eagerly seized upon at almost any price for purposes of building, nobody has thought of purchasing and clearing the whole of this area with a view to turn it to a more profitable account than it can possibly command in its present state.

It is upon this in every way most eligible but hitherto neglected site, then, so contiguous and convenient to the City, that Mr. Pearson now proposes to erect a series of markets, storing warehouses, and railway termini, which, while

it will improve and renovate the entire vicinity will, at the same time, be of the greatest commercial value and importance to the citizens of London for all time to come. Without going into the merits of this particular plan, its promise to effect so much general good for the miserable locality through which it is intended to pass, as well as aiding other highly valuable and long-desired metropolitan improvements, should alone strongly commend it to public patronage and favour. This principle should have been adopted from the very first with regard to all the London termini. Instead of having been kept at a distance from the chief centres of business traffic, they should have been encouraged to come into as intimate connection with them as possible. Advantage should have been taken of the large requirements and resources of the railway companies to effect desirable public improvements, especially in the poorer and more neglected neighbourhoods.

For instance, one of the greatest and most important projects ever devised for the benefit and embellishment of the city, was that of throwing open the south front of St. Paul's to the river, communicating with the opposite Surrey side by a handsome and stupendous bridge. To have brought some of the chief southern railways to this point, allowing passenger trains only to pass the bridge, would have been of immense convenience to the public, while, by this assistance, the corporation, aided by the Commissioners of Metropolitan